

Fair, colder tonight and Tuesday; light to fresh northerly winds.

# The Washington Times.

THE BEST ADVERTISING MEDIUM IN THE CITY OF WASHINGTON.

NUMBER 3115.

WASHINGTON, MONDAY, DECEMBER 22, 1902.

PRICE ONE CENT.

## CASTAWAYS CRAZED BY AWFUL SUFFERING

Schooners Collide at Sea and Both Go to the Bottom—Only Fifteen of the Crew of Twenty-one Reach the Long Boat.

Three Days at Sea With No Food and Little Clothing Nearly Starved and Frozen by Their Terrible Experience.

BOSTON, Dec. 22.—The five-masted schooner Louise B. Cray and the large four-master Frank A. Palmer, bound from Newport News for Boston, collided off Thetford Island on Wednesday night last. Both vessels sank almost immediately.

Out of the twenty-one men composing the two crews, six went down with the vessels. Fifteen men managed to get into a boat belonging to the Frank A. Palmer. After suffering indescribable hardships ten of them were picked up yesterday by the fishing schooner Manahasset. The others died in the course of their three days' exposure to hunger, cold and the perils of a rough sea.

The Manahasset reached the wharf early this morning, bringing the survivors of the disaster. All were in a desperate condition, suffering from frozen limbs and nearly starved. Two of them were driven insane.

Among those rescued were Capt. William H. Potter, of the Louise B. Cray, and Captain Rawling, of the Frank A. Palmer.

No Clothing or Food.

The men were compelled to take to the boats without having time to secure provisions or clothing other than what they were wearing. In a biting wind and on a rough sea, without sails to propel their little craft, they drifted out toward the ocean. When picked up by the fishermen they were sixty-five miles east of Highland light.

Hunger and cold combined to make their sufferings terrible. Three of the men became insane and jumped overboard, and a fourth died of exhaustion. On Saturday the cold was intense, and the remaining men in the boat were

scarcely able to keep a lookout for a succoring sail. When the Manahasset caught sight of the sufferers they were almost in a comatose state.

As soon as Capt. Dexter Maline, of the Manahasset, had the survivors of the disaster aboard he laid his course for Boston. As he approached the upper harbor he made signals for help and a police boat put out to him.

The collision occurred Wednesday night. The lookouts and wheelmen on each of the doomed schooners saw the other schooner when they were still some distance apart. The Palmer had the right of way, and was running on the starboard tack, but the captain or steersman of the Cray calculated that he had sufficient room in which to run across the Palmer's bows and tried to do it.

The Cray struck the Palmer on the port bow and cut so deeply into her that both schooners began to settle at once and the order was given to take to the boats. Most of the small boats on both schooners had been smashed when the collision came and some of the men in both crews had been killed. There was only time to launch the long boat, a craft about twenty-five feet long, from the Palmer.

Into this boat there piled the captains of both schooners and thirteen sailors, most of them from the Palmer. The men rowed away from the side of the sinking vessels to escape being drawn down by the suction when the boats should go under the water.

The men in the long boat of the Palmer had been unable to save any of their clothing, or to take aboard any water or provisions. When the schooners went down, leaving them alone upon what seemed a boundless expanse of water, they were without food or water or shelter. The spray from the seas washed over the men in the little boat, coating their clothing with ice.

The sufferings of the men were indescribable. Four of the men from the Palmer gave up the fight, and laid down in the bow of the long boat. Friday night they all died, huddled up in the boat.

Saturday night one of the other sailors, who had kept up his courage at first, began to show signs of insanity, and later dragged himself to the gunwale and plunged headlong into the icy waters. He sank at once, and his body did not reappear upon the surface of the water.

## LAURA BIGGAR TO KNOW FATE ON CHRISTMAS EVE

Mysterious Witness Will Return, Says Younger.

FREEHOLD, N. J., Dec. 22.—The trial of Laura Biggar, the actress, accused with Dr. Charles G. Hendricks and Samuel Stanton of conspiracy, continued here today with the resumption by Miss Biggar of her story about her alleged marriage to Bennett and of the child she says she bore him.

At the opening of the court it was doubtful if the case would be finished today, because so many witnesses had been brought forward unexpectedly. The actress still has a long story to tell and it is announced by the defense that it will recall Dr. Hendricks. The prosecution, too, has much more evidence to put in.

It is generally conceded that it will take three more days at least to complete all the testimony of the defense and prosecution in rebuttal and the charge to the jury by Judge Heister. This would mean that the twelve-month county farmers of the jury will be sent out to formulate their verdict on Christmas eve. It is believed that they will reach a speedy agreement in order to spend Christmas day at their respective homes.

## WEATHER CONDITIONS.

The south Pacific storm that was central Saturday morning over eastern Nebraska is now passing into the Gulf of St. Lawrence, and another is moving in from British Columbia.

The weather continues cloudy from the Mississippi Valley eastward, although the rain and snow have practically ceased.

Temperatures have fallen considerably from the Ohio Valley southward, and in the Northwest, but are not much below the seasonal average.

The eastward movement of a high pressure wave now over the Slope region will dominate the weather conditions east of the Mississippi River for the next few days, and fair weather may therefore be expected, with lower temperatures.

On the middle and south Atlantic Coast the winds will be light to fresh northwesterly, and on the east Gulf coast light northerly.

Steamers departing today for European ports will have brisk westerly winds, except high off the New England coast, with clearing and colder weather to the Grand Banks.

TEMPERATURE.

|         |    |
|---------|----|
| 9 a. m. | 46 |
| 12 m.   | 45 |
| 1 p. m. | 48 |

THE SUN.

|                    |            |
|--------------------|------------|
| Sun sets today     | 4:42 p. m. |
| Sun rises tomorrow | 7:16 a. m. |

TIDE TABLE.

|                    |            |
|--------------------|------------|
| High tide today    | 1:10 p. m. |
| Low tide today     | 7:59 p. m. |
| High tide tomorrow | 1:35 a. m. |
| Low tide tomorrow  | 8:18 a. m. |

## BIG FIRE IN KNOXVILLE BUSINESS DISTRICT

Damage Over \$350,000, and Two Lives May Be Lost.

KNOXVILLE, Tenn., Dec. 22.—Fire, which started in an unknown manner, in the Knoxville Pants Company's building on Commerce Street, this morning, destroyed the following property in the business district:

George Brown & Co., wholesale hardware, building and stock, \$190,000.

Building on R. S. Payne's estate, \$30,000.

Knoxville Pants Company, stock, \$30,000.

L. David & Co., commission, stock, \$30,000.

Breyles, McClellan & Lackey, farming implements, stock, \$10,000.

R. H. Cate & Co., wholesale liquor dealers, building and stock, \$15,000.

Shanklin Grain Company, stock, \$5,000.

McTeerhood & Co., wholesale clothing, building and stock, \$5,000.

Haynes & Henson, wholesale boots and shoes, building and stock, \$10,000.

Davies Furniture Company, stock, \$1,000.

Scorched buildings, broken glass, etc., of the west side of Gay Street, \$2,500.

Claiborne estate, and Cowan Clothing factory, building and stock, \$2,500.

The above loss is approximately covered by about three-fourths of the insurance. Two men are reported buried under the walls of the Breyles, McClellan & Lackey building, but no effort will be made to verify this until the debris creak.

Chattanooga started a fire company to the scene, but its services were not needed.

## BLAMED ALL HIS TROUBLES ON PRESIDENT ROOSEVELT

Demented Man Charges the Nation's Executive With Having Hired Men to Beat Him.

CHELSEA, Mass., Dec. 22.—"I want a warrant for President Roosevelt," said Charles C. White, a well-to-do resident, at the Central police station. Addressing Police Captain Grover, White continued: "He hired Tim McCarthy and John Farley to assault me the other day and I was assaulted by them on Eastern Avenue. Roosevelt was there in his carriage and encouraged the men while they were striking me."

Then the speaker rambled into a long string of complaints against President Roosevelt and the coal question. The man was laboring under excitement and resisted arrest.

He was overpowered and a loaded pistol and a razor were found on him. He is held for an examination by physicians.

## "ACCURATE, CONCISE, INTERESTING."

Supreme Court of the District of Columbia, Justice's Chambers.

The WASHINGTON TIMES is an excellent newspaper. It is accurate in its reports, and the news of the day is given to the public in a concise, interesting style. Its editorials are timely and discuss matters, local and foreign, fairly and emphatically. The enterprise of THE TIMES and intelligent manner in which it presents all questions of public interest is highly commendable.

Edw. Bringham  
Chief Justice, Supreme Court, District of Columbia.

## THE PRESIDENT AND FAMILY RETURN HOME

Party Rested by Jaunt in Old Virginia

## THE TRAIN ARRIVES ON TIME

Chief Executive Met at Station by Secretary Cortelyou—Sends Message to Secretary Hay.

President Roosevelt's special train reached Washington on time at 11:25 o'clock this morning. Secretary Cortelyou met the party at the station. The President told Secretary Cortelyou that despite the inclement weather he had had a good time, and felt better for the rest from official cares it had afforded him.

None of the President's party felt any the worse this morning for their three-hour horseback ride in the rain yesterday afternoon. They were all wet to the skin and chilled to the bone when they reached the Wilmer residence at 6 o'clock—that is, all but the President, who looked and acted as if he could have stood another three hours with enjoyment.

## Real Virginia Supper.

But dry clothing, a seat in the hall before the immense open fireplace, and then a real Virginia supper, with three or four different kinds of hot bread—all good—and lots of other things, soon made each member of the party feel just as good as new. But everybody grew sleepy soon after supper, and retired early.

Mr. Wilmer drove the President and his family to the station this morning. The roads were so bad after the two days of rain, and the big carryall, with its four horses and two outriders stuck in the mud so often, that it became a serious proposition whether the party would not have to walk part of the way.

The trip was finally accomplished, although it took about four times as long as usual to make the two miles. The train left at 9 o'clock.

## Reach Washington.

On their arrival in the city Mrs. Roosevelt led the way down the station platform, escorted by Theodore, Jr., and closely followed by Miss Ethel, Kermit, and Archie, trudging along in a group. The President walked a dozen feet back of them with Secretary Cortelyou and Assistant Secretary Loch. When the engine was reached the President stopped and shook hands with the engineer and fireman.

On the Sixth Street side of the station the White House carriage was waiting. Mrs. Roosevelt entered, and the youngsters piled in without the least semblance of ceremony. When the President reached the sidewalk about thirty seconds later, he found the carriage already had five occupants.

Theodore, Jr., immediately jumped out, when he realized the condition of affairs, but the President motioned him back and said he would ride uptown with Mr. Cortelyou. The White House carriage started up street, the President and Secretary Cortelyou entered the latter's carriage and as soon as Pennsylvania Avenue was reached, took the lead in the little procession. Assistant Secretary Loch followed in a third carriage.

On arrival at the White House, the President sent his footman to the State Department with a message for Secretary Hay.

## WILDES ORDERED HOME FROM ASIATIC STATION

The Rear Admiral "Condemned" by a Board of Medical Survey. Sperry to Command.

Rear Admiral Robley D. Evans, commander-in-chief of the Asiatic naval station, has cabled the Navy Department that Rear Admiral Frank Wildes, his second in command, has been "condemned" by a board of medical survey and ordered home. He will sail on Friday.

Certain Sperry has been ordered by Admiral Evans to assume command of Admiral Wildes' squadron temporarily. A rear admiral will be assigned to the command by the Navy Department in a few days.

## GOVERNMENT AWAITS REPLY OF THE ALLIES

Action of the President Depends on Their Answer—Great Britain Reticent.

The formal reply of the allies to the arbitration proposal, including reference to the Hague tribunal, has not yet been received at the State Department. Accordingly, President Roosevelt will not formally reply to the suggestion that he act as arbitrator until after the exchange mentioned is received. Meantime he has already expressed the hope, informally, that the powers will refer the case to the Hague conference.

The State Department officials are unable to understand the extreme reticence seemingly displayed by the British foreign office in London in making known to this country what Great Britain proposes in the Venezuelan negotiations.

The moves of Italy and Germany in the Venezuelan matter are regularly communicated to the United States by means of Ambassadors Tower and Meyer, but the only information as to what Great Britain is doing or wishes is obtained by the State Department through the cable press dispatches.

Notices of Blockade.

The State Department this morning received from Ambassador Meyer, at Rome, and Ambassador Tower, at Berlin, official notice of the blockade of Venezuela ports by the allied forces. Secretary Taft also received a dispatch from Commander Diehl, at La Guaira, which follows:

"British vice admiral establishes effective blockade, from and after December 20, of La Guaira, Capero, Guanta, Comana, Crupano, and mouths of Orinoco; vessels sailing from the United States and West Indies before date notification allowed grace—steamers, ten days, sailing vessels twenty; other ports, steamers, twenty; sailing vessels forty; vessels in blockaded ports allowed fifteen days. Full text if desired."

## SAYS RUSSIA PURPOSES PARTITION OF TURKEY

Vienna Paper Declares Lamsdorff Will Submit Plan to Austria.

VIENNA, Dec. 22.—"Die Woche" today asserts that Count Lamsdorff, Russian minister of foreign affairs, on his visit to Vienna to arrange a settlement of affairs in Turkey and its dependencies, will bring a definite proposal from the Russian government regarding the partition of Turkey.

According to this proposal, the paper says, Austria is to occupy the territory from the Bosnian boundary to Ipek and Mitroinitza, while Russia will receive another slice of European Turkey.

Austro-Russian action along these lines, the paper adds, is bound to provoke a European conflict.

## GEN. LEE SAYS HE WAS INCORRECTLY QUOTED

Error Made in Report of His New York Speech on Cuba.

Gen. Fitzhugh Lee says his speech before the Patria Club in New York, delivered December 12, was not correctly reported and that in the newspaper reports the omission of the qualifying sentences in that portion of his speech which referred to ex-President Cleveland makes his remarks a harsh criticism of the ex-President.

In referring to this matter, General Lee said: "I remember the exact words I used in reference to Mr. Cleveland. I was referring to the condition of the Island of Cuba before the war, and said that I reported to Mr. Cleveland the facts, but no action was taken by him."

"Mr. Cleveland was conservative. He had reports of others in his possession, and was in touch with all parts of the country, and probably at that time did not want to disturb the business interests of the people. The reporters of New York, in condensing my speech, seem to have left out what followed after my mention of Mr. Cleveland, namely, what, in fact, is contained in the preceding sentence. That is all there is to the matter of which so much is being said."

## CONGRESS MAY ASK AN EXPLANATION

CITIZENS' COMMITTEE TO ORGANIZE TONIGHT

Effort to Be Made to Relieve Local Coal Famine.

## MAY TRY IMPORTING COAL

Call Sent Out Today to Prominent Business Men of the City.

## Committee That Will Try to Raise Famine.

O. G. STAPLES, Capitalist and Hotel Proprietor.  
W. S. BRONSON, Passenger Agent Chesapeake and Ohio Railway.  
W. W. DANENHOWER, Capitalist and Real Estate Dealer.  
C. E. WOOD, President Wood, Harmon & Co.  
FRANK K. RAYMOND, Insurance.  
R. P. ANDREWS, Wholesale Paper Dealer.  
BARRY BULKLEY, Secretary Business Men's Association.  
PAUL R. VAN MATER, President Hotel Barton Company.  
E. S. ALVORD, of Littlefield & Alvord.

The personal of the committee of citizens who have undertaken to take action looking to securing coal by importation or otherwise to relieve the existing famine, was announced today and a call was issued for them to meet this evening at the Riggs House to effect an organization. It is the purpose of those interested in securing further supplies of coal to co-operate with the coal dealers in every way possible and several dealers will probably be added to the committee.

The call as issued for the meeting this evening at 8 o'clock, copies of which were sent to the gentlemen interested, reads:

"A suggestion has been made looking to the formation of a citizens' coal committee for the purpose of affording relief from the existing coal famine. I have been requested to invite your attendance at the Riggs House tonight at 8 o'clock."

## MARCONI JUBILANT OVER HIS SUCCESS

Little Difficulty in Sending Messages Across Ocean.

HALIFAX, N. S., Dec. 22.—In an interview on his success in sending dispatches across the Atlantic, Mr. Marconi said today that he experienced very little difficulty in transmitting the messages. Indeed, he was surprised at the ease with which the instruments worked.

Mr. Marconi and his assistants are naturally very jubilant over the success of the transatlantic telegraphy between Table Head and Cornwall. While pessimistic reports have been sent out as to the probable outcome of the system, Mr. Marconi never for a moment doubted that the ultimate result would be crowned with success. The magnetic detector was used yesterday, and Mr. Marconi says it gave great satisfaction.

The citizens of Glace Bay will give Marconi a reception in a few days.

It was learned that one-fourth of the wires that hang from the towers at Glace Bay would do the service as successfully as the entire lot, and the surplus number was not used.

The grand opening was to be on Christmas Day, but Marconi announced to the local newspaper men yesterday the success of his achievement. In addition to the message sent to King Edward, he says other messages were exchanged with England.

At an early hour yesterday morning Marconi and his assistants were astir. It was a fine day, bright and clear. The instruments were "tuned" with those across the sea, and the first wireless message was dispatched. There was a pause.

Apparently an answer came, and Marconi announced that he had triumphed. He said: "I have Cornwall."

Then the message to King Edward was sent. Marconi says it connected with the circuit from Cornwall, and he made the achievement of his life.

## Canadian Minister Wires.

LONDON, Dec. 22.—The "Times" today received the following message by Marconi's wireless telegraph from Sir R. J. Cartwright, Canadian minister of commerce:

"The government of Canada, through the 'Times' desires to congratulate the British people on the accomplishment by Marconi of the greatest feat modern science has yet achieved."

Investigation of Certain Divisions of Postoffice Department May Reveal Why Four Companies Practically Monopolize Letter-Box Contracts.

Their Success Said to Be Due to the Fact That Their Agents Are Usually Canvassing on the Ground Before the Route is Officially Laid Out.

Inspector Stationed in New York, Sent to Corbin Factory to Perfect Box, Draws Pay Allowed Officials on the Road—Suspicion Is Aroused.

It is not improbable that before the adjournment of Congress next March, a demand may be made for its investigation of certain divisions of the Postoffice Department.

It is said that a condition of affairs exists there which would warrant such a demand, and that a thorough inquiry would develop facts which might lead to the resignations of two or more chiefs and a number of inspectors. For instance, it has been observed that four companies are successful in obtaining contracts to supply the letter boxes on a large majority of the rural routes established. Their success is chiefly due to the fact that their agents are usually on the ground canvassing in advance of the time the route is officially laid out and long before the agents of other companies are aware that it is to be established.

## Former Rule Abolished.

Under the administration of Postmaster General Smith, only such companies as manufactured a certain kind of standard box were allowed to compete. Postmaster General Payne, however, abolished this rule, and opened the field to all comers who provide a suitable metallic box in which rural carriers may deposit mail. Notwithstanding the fact that there is supposed to be a fair field and no favorites, certain it is that the Corbin Lock Box Company, of Bridgeport, Conn.; the Century Company, of Detroit, Mich.; the Bond Steel Post Company, of Adrian, Mich., and a company in Toledo obtain practically all of the contracts for placing letter boxes along the rural routes.

This is due not to the fact that they make a better box than any other company, or that they sell at a cheaper figure, but because, as stated, their agents are first upon the ground. This has led to the alleged discovery that a certain high official of the department is a large stockholder in each of these four companies. It is said that his plan is to advise one or two of these companies at once as a route is surveyed, in order that their agents may canvass the route before the other companies know where it is to run. Usually the favors have been passed around among the four companies.

## Suspicion Aroused.

In this connection it has also been developed that an inspector stationed in New York was sent to the factory of the Corbin Company near Bridgeport for the purpose of perfecting the Corbin box. While on this duty he drew \$4 a day extra compensation, which is allowed to inspectors while out on the road, and was supposed to be supervising the establishment of a rural route near Bridgeport.

Shortly after the Corbin box was perfected and made to comply with all the requirements, it was thought advisable by certain officials to use a sum aggregating about \$75,000, which was available in the department, for the purchase of a large number of boxes, and to sell these boxes to people along the routes at cost. A commission was appointed to determine upon the best box and to make the purchase. Eugene Hathaway, an inspector stationed in New York, who had himself perfected the Corbin box, was one of the commissioners, and H. Corquest Clark was another.

For some reason, however, the plan was abandoned and the department did not purchase any boxes.

A number of members of Congress are dissatisfied with the treatment accorded them in the matter of rural free delivery. When they refused to comply with the request of certain powerful officials of the department, they have been told that they could expect nothing more in the way of establishing routes in their respective districts.

## Postoffice Oligarchy.

A prominent Pennsylvania member of the House was approached some time ago by one of the Postoffice oligarchy, who demanded a favor. It was refused him. Some time later the matter of opening a new rural free delivery route in the member's district, where it was much needed, and there was every reason to believe that it would be successful, was yet achieved."

(Continued on Second Page.)